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Attached hereto for your retention and for whatever interest it may hold is [redacted] Yugoslav economic information.

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E o o n o m i c I n f o r m a t i o n

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I N D U S T R Y

a/ Refinery of Minerals and Lubricants " R.O.M." (formerly R.O.M.S.)

Seat: Rijeka - port zone.

Employees : 150 . Workers : 1,300.

Director : Vladimir Erbežnik

Engineer : Milan Kelis

Chief of Chemical Production : ing. Ferdo Kirigin,

Chief of the Central Chemical Laboratory : Antonio Belan

Chief of Chemical Installations : ing. Silipeter

Chief of Italian (sic) Installations : ing. Deželić

Chief of Paraffin Production : ing. Djordje Nikolić

Chief of the Mechanic Shop : ing. Božidar Jozic

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Chief of Buildings Construction : Ing. Ivan Gerbaž

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Departments :

Distillation : group chief is ing. Silipeter - 15 workers.

Battery or Set of Boilers : four boilers work continually, two others alternatively - 18 workers.

Old Retort or Still (Pipe-Still (sic))

15 workers; effective capacity of distillation : 400 tons of fat daily; gives (produces) : 24 % of petrolium for illumination, 20 % naphtha for motors, 8 % lubricating oil, 35 to 40 % residue.

New Retort (Pipe-Still /sic/)

It works since 1 January 1952, and is located between the old retort and the "Grehging;" it was constructed with machinery manufactured in Rakovica.

Note : A special pass is required to enter into this new installation; the new retort was built by the General Engineer, aided by the engineers and the technicians of the mechanic shop.

Grehging

It distills the heavy residues of the retorts, and gives : 10 % gasoline, 12 % petroleum for illumination, 24 % naphtha. Total production : 40 tons daily.

Vacuum

Produces lubricant naphtha-oil (sic), oil for machines, ^{and} the rest is bitumen.

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Paraffin

From the retorts (pipe-stills), the light oil passes to the paraffin department, for destillation purposes; this department gives : 4 to 5 % of pure paraffin, ^{while} ~~and~~ the residues - along with other oils - are transformed into heavy oils, and are further distilled.

Italian Installation

This installation is now called "Medelban;" it was supposed to produce 20,000 tons of lubricant oil in 1951, but it did not work (began to operate). In January 1952, the explosion of a tube of the installation wounded an engineer and four workers; it was assumed that the explosion was due to defective construction, and sabotage was not excluded.

Fats

The fats department is now called "the fats factory" (tvornica masti); it has 73 workers; production : 2,000 tons of fats per year, which is more than Yugoslavia needs; that it why it was attempted - without success - to produce hippo-ideal (sic) fat (grasso ipo-ideale).

Decolorization and Contact

This department functions from 1951 and produces 25 % of oil for transformers and 75 % for electric motors.

Bitumen

This department has 44 workers, and produces yearly 30 to 40 thousand tons.

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25X1 This bitumen is measured in so called Kremen-Sarnov (Tr.rem.: kremen
25X1 means flint-stone, and Sarnov is probably the name of the inventor of the
measure in question); the Italian equivalent of this measure is not known.

The department produces the following kinds of bitumen:

normal bitumen of 50 "Kremen-Sarnov;"

oxidated bitumen from 50 to 100 "Kremen-Sarnov;" and

liquid emulsive bitumen from 50 to 100 "Kremen-Sarnov."

Data concerning the Quantity and Origin
of Materials Imported by the R O M

in 1950 from Irak (or Iraq) about 60,000 tons of light and crude material

from Iran about 40,000 tons of light and crude material

from Saudi Arabia 1,000 tons of light material

from Venezuela about 20,000 tons of heavy, crude, and toasted/(sic) (panuto)

from Mexico 60,000 tons of heavy, toasted (sic) material

in 1951 from Iraq 120, 000 tons of crude, light material

from Iran an unknown quantity of crude and light

from Venezuela 25,000 tons of heavy crude, and heavy toasted

from Mexico 40,000 tons of toasted heavy material.

Sale of Products

Most of the products are sold in Yugoslavia itself, and minor quantities are exported to Italy and the Middle East.

Expedition

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The products are transported inland by railroad tank-cars whose capacity varies from 10 to 30 tons; there are about 800 to 900 such tank-cars. The transport abroad is effectuated/by foreign tankers. Yugoslavia has recently bought in Holland a petrol/^{eum/}tanker of 12,000 tons; she is named "Lendava." Foreign payments are effectuated by way of clearing.

Pays (Emoluments)

Director General :	9,000 dinars monthly
Engineer:	8,000 " "
Chemist (no engineer) :	3,800 " "
Technician :	5,400 " "
Workers' chief (foreman)	6,000 " "
Employee (Order functionary /sic/)	3,600 " "
Worker	4,080 " "

Yearly bonuses shall be added to the above listed pays; they are: 40,000 dinars for the director and the engineers chiefs of departments, and 1,000 dinars for all the remaining personnel.

Workers' Morale

The morale of the workers is low, because the pays are insufficient and the political control gives no guarantee of personal freedom.

Political Orientation of Workers

Of the 1,450 functionaries and workers employed by the R.O.M., 20 % are Titoists, 30 to 40 % Cominformists, and 40 to 50 % reactionary anti-

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Communists.

There is much Cominformist clandestine propaganda in the factory. In March 1951, five workers from Rijeka were arrested and sentenced to forced labor because of Cominformist propaganda.

Work Shifts

The departments which have to work continually have three shifts of workers; the other departments and the functionaries work eight hours daily.

Technical and Industrial Schools

The ROM technical school has daily courses lasting five hours, and is attended by 70 workers.

The Industrial School is divided in three courses, and the courses are held the whole day. There are 120 to 140 pupils, aged from 14 to 18 years; they are not factory workers; they take their meals in the factory mess.

b / P e t r o l e m P o r t o f R i j e k a

There are 80 reservoirs divided in 12 groups.

The old reservoirs have a capacity of 3,000 tons, the new 6,000.

Since the dike has been repaired, the small port is efficient; the pump station is also efficient; pumps have been installed also along the "lumber wharf," thus permitting the loading of big tankers; the small tankers are still loaded in the petroleum port.

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25X1 c / In Bosanski Brod

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An important refinery is located in Bosanski Brod according to the plan its yearly production should be 160,000 tons, and daily 450 tons.

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d / In Zaprag (locality situated at 5 kilometers from Sisak)

There is a refinery near the railroad line Sisak-Zagreb which - according to the plan - should have produced in 1951 a total of 140,000 tons; this refinery produces gasoline for aircraft, light gasoline, medicinal gasoline, gasoline for miners' lamps, petroleum for illumination, naphtha, and lubricating oil for further distillation of residues.(sic)

e / In Lendava (locality situated at 5 km. from the Hungarian border, on the Zagreb-Varazdin railroad line, and at 30 kilometers from Varazdin)

There ~~are~~ ^{are} most important oil wells discovered in 1945, with 30 towers, many of which are located in the surrounding woods (forest). The crude yearly production is 120,000 tons, of the very best quality, since it gives 40 % of gasoline. The crude product is transported to a small railroad station, located at about 5 km. from the wells; this transport is effectuated by way of pipelines. There are 2,000 workers. Foreign technicians are not admitted. The access to the zone is forbidden without special permit.

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f / In Križ
***** (Slavonia)

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There is a well giving 40,000 tons of crude naphtha yearly.

g / In Selnice
***** (Bosnia)

Well giving yearly 25,000 tons of light crude (raw) naphtha.

h / In Rijeka - Shipyard "3rd May"

Poor production : during six years, four ships of the "Zagreb" (Zagabria)
type have been built; tonnage : 4,200; workers : 5,000.

i / In Rijeka - Factory "Rikard Benčić"

It is located near the railroad station, and manufactures pumps for
Diesel motors and ship propellers. Workers : 1,500.

j / In Sušak - Factory "Vulkan" (Fabrika Vulkan)

Manufactures auxiliary machinery for ships. Workers : 1,000.

R A T I O N C A R D S A N D P R I C E S

Ration cards for food stuffs were abolished on November 1, 1951; ration
cards for clothing are still in force. 7,500 points (sic) are required to
buy 3 meters of textile for one suit, and it costs 7,500 dinars. The black
market sells it for 30,000 dinars.

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prices of all the other articles are very high on the free market.